



Interoffice Memo Office of Design Policy & Support

DATE: 4/16/2020

FILE: P.I.# 0013941
Troup County / GDOT District 3 - Thomaston
Bridge Replacement - SR 1/US 27/Hamilton Road @ Flat Shoal Creek
8 miles SE of LaGrange

FROM: *Dave Peters*
for R. Christopher Rudd, PE, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Radney Simpson, Assistant State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Michael Presley, District Engineer
Adam Smith, District Preconstruction Engineer
Scott Parker, District Utilities Manager
Victor Gill, Project Manager
BOARD MEMBER - 3rd Congressional District

Limited Scope Project Concept Report

Project Type:	Bridge Replacement	P.I. Number:	0013941
GDOT District:	003	County:	Troup
Federal Route Number:	US 27	State Route Number:	SR 1
Project Number:	N/A		

Project will consist of replacing the two lane bridge on SR 1/US 27 at Flat Shoal Creek 8.0 Miles south east of Lagrange in Troup County. The proposed bridge will meet current design standards while also addressing the roadway being overtopped with water during the 100-yr storm.

****Updates made to address Office Head Review comments and to include detour support & Public Detour Open House (PDOH) documentation. Report initially submitted on 5-31-2018. Report was resubmitted on 5-31-2018, 8-20-2018, 2-7-2019, 2-12-2020, 3-13-2020, and 3-24-2020. PDOH Meetings were held on 8-22-2019 and on 9-10-2019.**

Submitted for approval:

* Signatures on file


Infrastructure Consulting and Engineering

01/17/2020

Date

* Kimberly W. Nesbitt

5-31-2018

State Program Delivery Administrator

Date



1/17/2020

GDOT Project Manager

Date

Recommendation for approval:

* Eric Duff

6-8-2018

State Environmental Administrator

Date

* Christina Barry

6-19-2018

State Traffic Engineer

Date

* Bill DuVall

8-2-2018

State Bridge Engineer

Date

* Michael Presley

7-23-2018

District Engineer

Date

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* Cindy VanDyke

6-18-2018

State Transportation Planning Administrator

Date

Approval:

Concur:



4/16/2020

GDOT Director of Engineering

Date

Approve:

4/16/2020

GDOT Chief Engineer

Date

* Erik Rohde, State Project Review Engineer, recommended on 9-24-2018

* Kerry Gore, Asst. State Utilities Engineer, recommended on 9-20-2018

* Monica Flournoy, State Materials Engineer, recommended on 6-12-2018

PROJECT LOCATION MAP



NOT TO SCALE

SR 1 @ FLAT SHOAL CREEK BRIDGE REPLACEMENT

P. I. 0013941

TROUP COUNTY

PLANNING & BACKGROUND DATA

Prepared By: Croy Engineering

Date: 12/23/2019

Project Justification Statement: The bridge on SR 1 (US 27) over Flat Shoal Creek, Structure ID 285-0002-0, was built in 1927 and widened in 1963. This bridge consists of five (5) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete columns in the original section and steel piles in the widened section. This bridge was designed using an H-15 vehicle, which is below current design standards. The overall condition of this bridge would be classified as fair. The deck is in satisfactory condition with minor cracking with efflorescence and spalls with exposed rebar. The superstructure is in fair condition with delaminations in the RCDG's and spalls with exposed rebar. The substructure is in fair condition with concrete spalls and delaminations in the caps and moderate abrasion with aggregate loss on the concrete columns. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the age of the structure, structural integrity of the bridge pertaining to the design vehicle, and the unknown foundation of the substructure, replacement of this 90-year-old bridge is recommended.

Existing conditions: The project is located on SR 1 (US 27) in Troup County. It currently consists of two 12-foot lanes and 6-foot rural shoulders (2' paved, 4' turf). The bridge over Flat Shoal Creek currently consists of two 12-foot lanes and approximately 2-foot outside shoulders.

Other projects in the area: PI 0008671, Reconstruction/Rehabilitation SR 1/US 27 from I-185 to I-85(2051)

MPO: N/A - not in an MPO **TIP #:** N/A

Congressional District(s): 3

Federal Oversight: ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: 24 HR T: 13.5 % Current Year (2018): 5200
Open Year (2020): 5300 Design Year (2040): 6500

Traffic Projections Performed by: BAKER

Date approved by the GDOT Office of Planning: TBD

AASHTO Functional Classification (Mainline): Principal Arterial

AASHTO Context Classification (Mainline): Suburban

AASHTO Project Type (Mainline): Reconstruction

Is the project located on a NHS roadway? ☐ No ☒ Yes

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes

Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes

Is the project located on or intersect an RTOP corridor? ☒ No ☐ Yes

Is Federal Aviation Administration coordination anticipated? ☒ No ☐ Yes

DESIGN AND STRUCTURAL

Description of the proposed project: Replace existing 244' long bridge with a new 330' bridge with a bridge clear width of 40'. Proposed bridge will be built approximately 3 feet above existing deck height to prevent the 100-yr storm overtopping the roadway; also an off-site detour will be established during construction of project. Project length will be approximately 0.3 miles.

Major Structures:

Structure	Existing	Proposed
285-0002-0	244 foot long, 28 foot wide concrete and steel bridge paved with bituminous asphalt	330' long, 60 degree skew, 40' bridge clear width, 2-12 foot wide travel lanes with 8 foot wide outside shoulders

Accelerated Bridge Construction (ABC) techniques anticipated: ☐ No ☒ Yes

ABC techniques will be considered so that the time the off-site detour is used will be kept to a minimum.

Mainline Design Features:

SR 1/US 27-PI 0013941	Functional Classification: <i>Principal Arterial</i>		
Feature	Existing	*Policy	Proposed
Typical Section:			
- Number of Lanes	2		2
- Lane Width(s) (-ft)	12	12	12
- Median Width (-ft) & Type	N/A	N/A	N/A
- Shoulder Width (-ft) (Outside)	6	10 (min 2' paved)	10 (4' paved)
- Border Area Width (-ft)	N/A	N/A	N/A
- Cross Slope (%)	2	2	2
- Outside Shoulder Slope (%)	Paved- 2% Unpaved- 6%	Paved- 2% to 6% Unpaved- 6% to 8%	Paved- 2% Unpaved- 6%
- Sidewalks (-ft)	N/A	N/A	N/A
- Auxiliary Lanes (#lanes/-ft width)	N/A		N/A
- Bike Accommodations	N/A	N/A	N/A
Posted Speed (mph)	55		55
Design Speed (mph)	55	55-60	55
Minimum Horizontal Curve Radius (-ft)	3000	1060	5800
Maximum Superelevation Rate (%)	6	6	2.4
Maximum Grade (%)	6	6	1
Access Control	Permit	Permit	Permit
Design Vehicle	WB-67		WB-67
Check Vehicle	WB-67		WB-67
Pavement Type	HMA		HMA

*According to current GDOT Design Policy if applicable

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated:

No Exceptions/Variances are anticipated.

Design Variances to GDOT Standard Criteria anticipated: None anticipated.

Lighting Required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

If yes: Roadway type to be closed: ☐ Local Road ☒ State Route
Detour Route selected: ☐ Local Road ☒ State Route
District Concurrence w/Detour Route: ☐ No/Pending ☒ Received *Date: 2/18/20*

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: N/A

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Concept Validation Required: ☒ No ☐ Yes ☐ Completed *Date*

UTILITY AND PROPERTY

Railroad Involvement: No

Utility Involvements: Diverse Power, AT&T, Lagrange Sewer

SUE Required: ☒ No ☐ Yes

Public Interest Determination Policy and Procedure recommended: ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: 92-112 ft. Proposed width: 92-112 ft.

Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☐ None ☐ Temporary ☒ Permanent * ☐ Utility ☐ Other
** Permanent easements include the right to place utilities.*

Anticipated total number of impacted parcels:		9
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
Total Displacements:		0

Location and Design approval: ☐ Not Required ☒ Required

Impacts to USACE property anticipated: ☒ No ☐ Yes ☐ Undetermined

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: *NEPA ~ CE*

Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

GDOT MS4 Permit Compliance – Is the project located in a GDOT MS4 area? ☒ No ☐ Yes

If yes, is the GDOT MS4 Permit anticipated to apply to all or part of this project? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: A Section 404 of the Clean Water Act (CWA) permit is expected for the bridge replacement. A buffer variance may be required for the bridge replacement since it is feasible that one of the alternatives will fall outside the 100-foot exemption area for bridge replacements.

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Is a Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information:

Ecological Resources: One perennial stream and one potential intermittent or perennial stream have been preliminarily identified. An aquatic survey may be required. To date, protected species and their habitats have not been identified.

Historic and Archaeological Resources: A large, known archaeological site is located in the project area and is likely eligible. Several houses in the project area are also likely historic and some may be eligible. Historic entrance features are located on both sides of the roadway.

Air Quality: Expect a Type A MSAT Qualitative Analysis, and assume that no CO Hotspot Analysis is required. Expect no impacts or minor impacts to air quality that are not expected to affect design.

Noise Effects: Expect Type III Noise Assessment and no impacts or minor impacts that are not expected to affect design.

Public Involvement: A PDOH has been held. A large archaeological site is in the project area, and public involvement would be required under Section 106 as well as under NEPA. There are members of the public who have expressed an interest in the project. Further, right-of-way and/or easements may be required from one or more properties, and an off-site detour is anticipated.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Constructability/Construction: N/A

Project Meetings: Consultant Kickoff Meeting- December 19, 2017; Design Status Meeting- January 4, 2018; Concept Team Meeting- May 16, 2018; PDOH #1- August 22, 2019; PDOH #2- September 10, 2019

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Infrastructure Consulting & Engineering
Design	Infrastructure Consulting & Engineering
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT District 3
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Infrastructure Consulting & Engineering
Environmental Mitigation	Infrastructure Consulting & Engineering
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:						
	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	9/26/2019	6/28/2018	9/16/2019	5/15/2018	4/12/2018	
Funded By:	Federal/State	Federal/State	Federal/State	Federal/State	Federal/State	
Programmed Cost:	\$795,000				\$2,900,000	\$3,695,000.00
Estimated Cost:	\$500,000	\$500,720	\$107,000	\$90,000	\$4,694,932.83	\$5,892,652.83
Total Cost Difference:						\$2,197,652.83

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

The additional funding anticipated will be pursued through additional federal or state funds.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Bridge replacement in-place with off site detour around project site using I-185.			
Estimated Property Impacts:	9	Estimated Total Cost:	\$5,892,652.83
Estimated ROW Cost:	\$107,000	Estimated CST Time:	18 months
Rationale: This alternative was chosen because it had the lowest cost and the least utility, environmental, and property impacts on the parcels surrounding the project site. Total official detour length will be 16.3 miles which is a 5.4 mile trip increase. In the vicinity of the project area there are various unofficial local roads that can service as a local detour during construction. The district agrees and concurs with the project and the detour.			

Alternative 1: Bridge replacement on permanent realignment of US 27/SR 1/Hamilton Road to the north.			
Estimated Property Impacts:	8	Estimated Total Cost:	\$7,008,067.31
Estimated ROW Cost:	\$217,000.00	Estimated CST Time:	24 months
Rationale: This alternative was not chosen based on the cost, impact on the surrounding parcels, and environmental impacts. Project details would include lengthening the culvert, realigning the intersection of Smokey Rd, and due to the rock around the project area considerable blasting would be needed. The district agrees and concurs with the project and the detour.			

Alternative 2: Bridge replacement on permanent realignment of US 27/SR 1/Hamilton Road to the south.			
Estimated Property Impacts:	7	Estimated Total Cost:	\$6,864,739.86
Estimated ROW Cost:	\$202,000.00	Estimated CST Time:	24 months
Rationale: This alternative was not chosen based on the cost, impact on the surrounding parcels, and environmental impacts. Project details would include lengthening the culvert, realigning the intersection of Smokey Rd, and due to the rock around the project area considerable blasting would be needed. The district agrees and concurs with the project and the detour.			

Comments:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Detour Map
3. Typical sections
4. CES Cost Estimate
5. Preliminary ROW Cost Estimate
6. Utility Cost Estimate & [Concept Utility Report](#)
7. CST Contingency Estimate
8. Liquid AC Adjustment Cost
9. Mitigation Cost Email
10. Traffic Forecasting Memo
11. Traffic Diagrams
12. Bridge Inventory Data Sheet
13. Concept Team Meeting Minutes
14. PDOH Minutes
15. District Concurrence
16. Detour Response



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

---P---
---C---F---
[Hatched Box]
[Hatched Box]
[Cross-hatched Box]

CROY
ENGINEERING

200 NORTH COBB PARKWAY, BLDG. 400, SUITE 413
MARIETTA, GA 30062
PHONE: (770) 971-5407 FAX: (770) 971-0620

Engineers
Planners
Surveyors

SCALE IN FEET

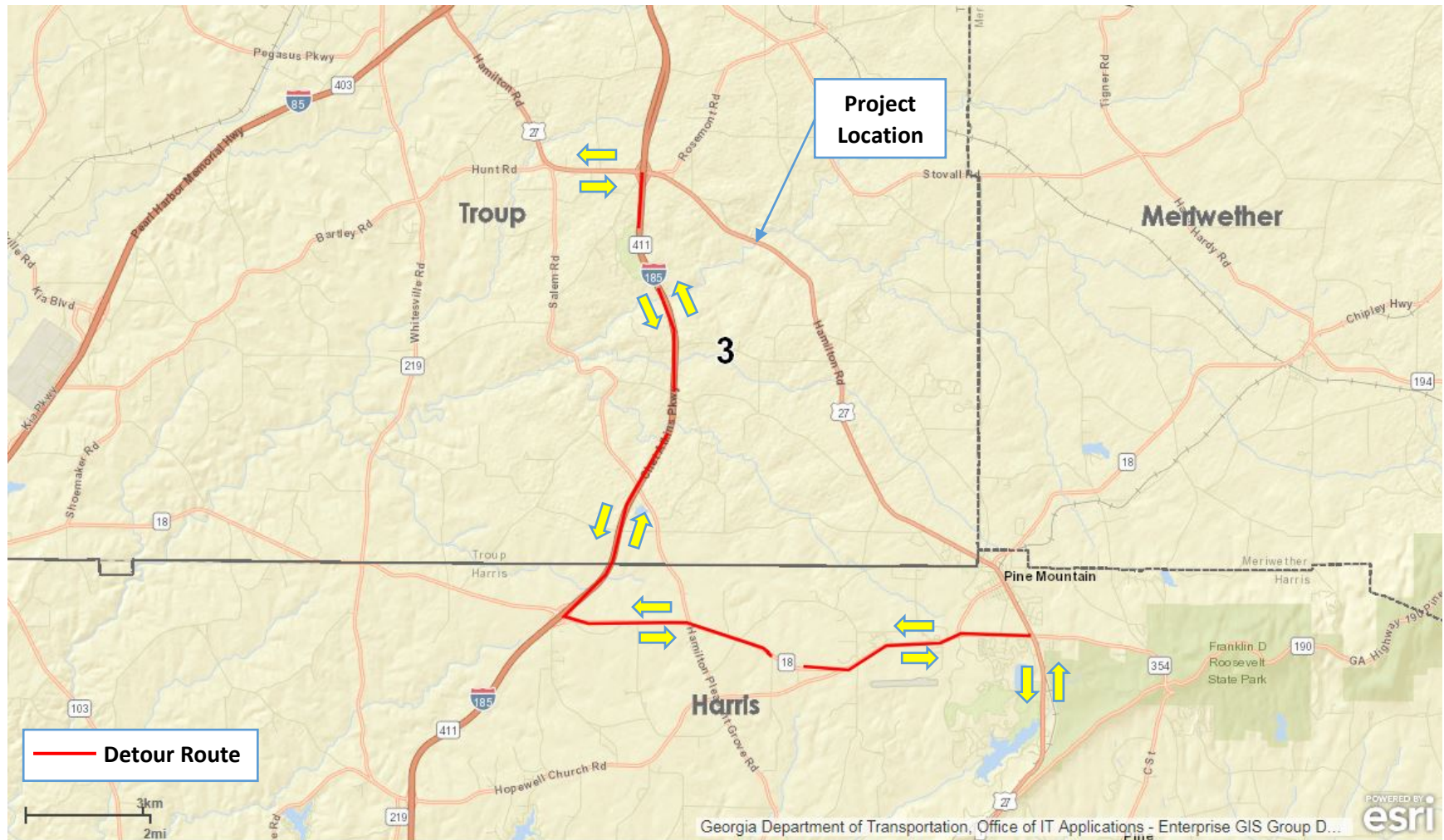
REVISION DATES		

CONSTRUCTION PLAN
SR 1 @ FLAT SHOAL CREEK
PREFERRED ALTERNATE (DETOUR)

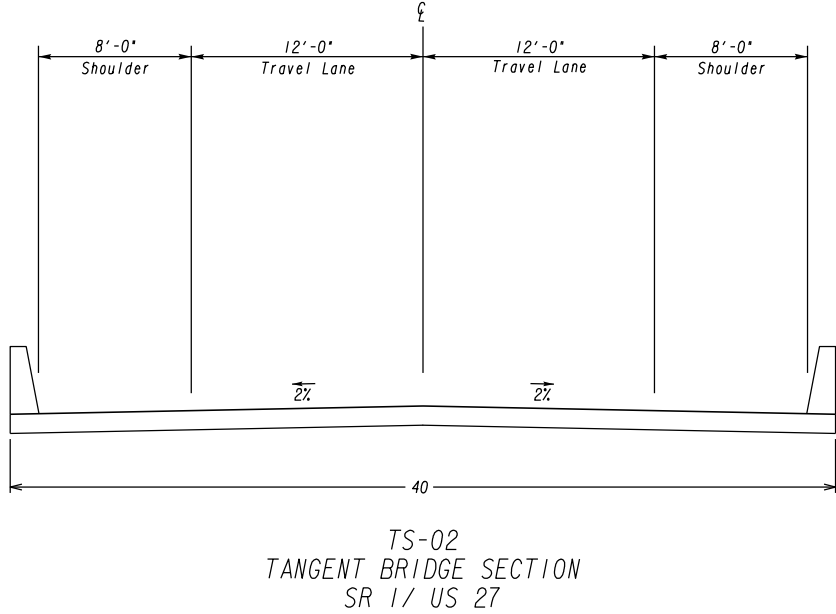
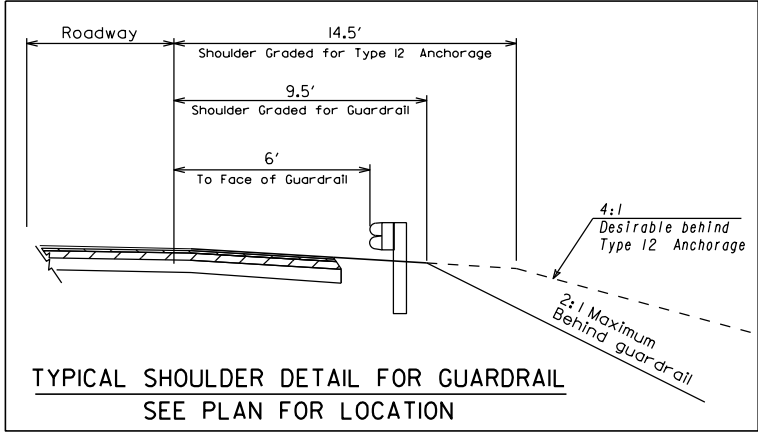
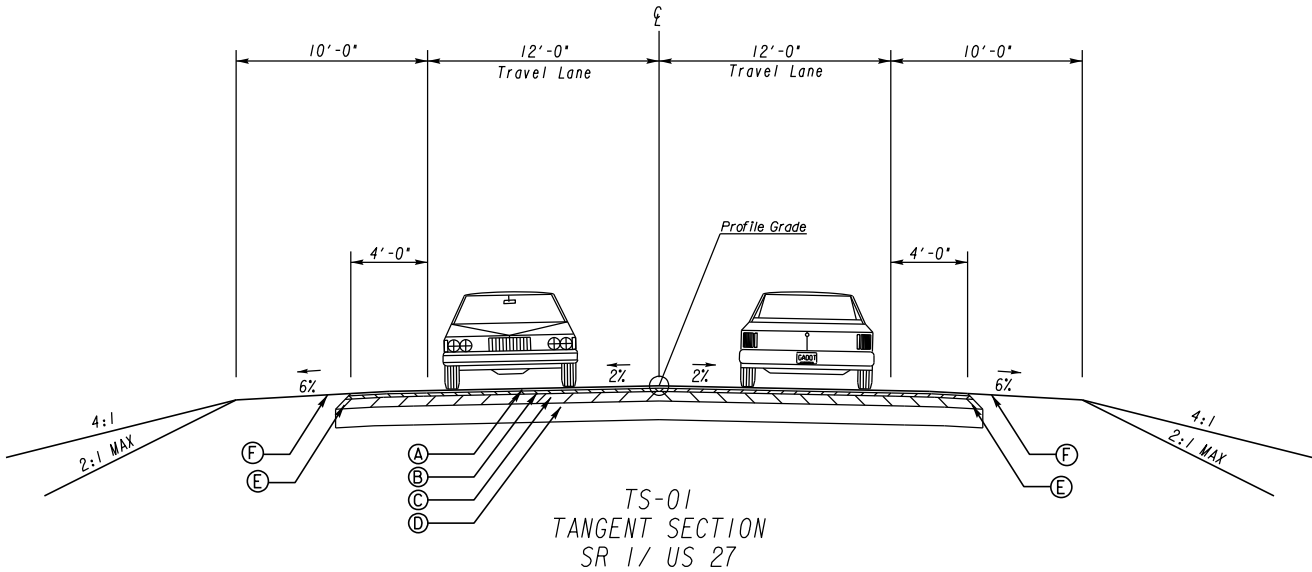
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
13-CONCEPT

Project Detour Map: PI No. 0013941, Troup County
SR 1 @ FLAT SHOAL CREEK IN LAGRANGE
Detour Length is 16.3 miles vs. Original Route Length of 10.9 miles.



NOTES: The section of SR 1/US 27 containing PI No. 0013941 stretches between Interstate 185 and Pine Mountain, GA. Detouring this route to a roadway with a functional classification of Principal Arterial or better requires a 5.4 mile increase in route length. Coordination letters will need to be sent to Troup County, City of LaGrange, Harris County, City of Pine Mountain, Troup County Board of Education, Callaway Gardens, and Emergency Responders (fire, medical, police) for coordinating activities while the detour is in operation.



- Ⓐ RECYCLED ASPH. CONC. 12.5mm SUPERPAVE, GP 2, INCL BITUM MATL & LIME (165 LBS/SY)
- Ⓑ RECYCLED ASPH. CONC. 19mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LB/SY)
- Ⓒ RECYCLED ASPH. CONC. 25mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (440 LB/SY)
- Ⓓ GRADED AGGREGATE CRS, 12 INCH, INCL MATL
- Ⓔ SAFETY EDGE PAVEMENT TREATMENT, GA DETAIL P-7
- Ⓕ SKIP INDENTATION RUMBLE STRIPS, GA DETAIL T-25

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0013941_DETOUR SPEC YEAR: 13
DESCRIPTION: SR 1 @ FLAT SHOAL CREEK
PREFERRED ALTERNATE - OFF SITE DETOUR

COST GROUPS FOR JOB 0013941_DETOUR

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
EROC	EROSION CONTROL (SY)	3600.000	6.95000	25020.00	Y
MISCPC	PROPOSED SIGNING (PERCENT OF JOB)	379.091	14.00000	5307.27	Y
DRNGPC	DRAINAGE (PERCENT OF JOB)	379.091	20.00000	7581.82	Y
ACTIVE COST GROUP TOTAL				37909.09	
INFLATED COST GROUP TOTAL				37909.09	

ITEMS FOR JOB 0013941_DETOUR

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	90833.32	90833.32
0005	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	480.000	101.20	48579.07
0010	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	595.000	99.05	58940.54
0014	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1190.000	97.55	116090.21
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3750.000	35.58	133456.50
0019	413-0750		GL	TACK COAT	290.000	1.80	522.00
0020	433-1200		SY	REF CONC APPR SL/I SLOPED EDGE	300.000	186.90	56071.08
0029	641-1100		LF	GUARDRAIL, TP T	84.000	72.39	6081.36
0030	641-1200		LF	GUARDRAIL, TP W	700.000	22.74	15924.87
0034	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	8.000	2859.56	22876.48
0035	641-5020		EA	GUARDRL, ANCHOR, TP 12B,31 IN, FLR, E/A	2.000	2722.67	5445.34
0040	150-1000		LS	TRAFFIC CONTROL - P.I. 0013941	1.000	75000.00	75000.00
0050	210-0100		LS	GRADING COMPLETE - P.I. 0013941	1.000	250000.00	250000.00
0054	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	0.600	2172.55	1303.54
0055	500-3115		LF	CLASS A CONCRETE, TYPE P2, RETAINING WAL	170.000	749.93	127488.10
0060	540-1102		LS	REM OF EX BR, BR NO - FLAT SHOAL CREEK BRIDGE	1.000	307440.00	307440.00
0064	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	8448.88	16897.78
0065	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	3220.000	0.94	3031.15
0070	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	3000.000	0.82	2479.50
0075	653-1704		LF	THERM SOLID TRAF STRIPE,24,WH	13.000	9.99	129.90
0080	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	240.000	0.73	175.87
0085	653-6006		SY	THERM TRAF STRIPING, YELLOW	305.000	5.68	1735.39
0089	657-1054		LF	PRF PL SD PVMT MKG,5,WH,TP PB	785.000	5.59	4388.15
0090	657-6054		LF	PRF PL SD PVMT MKG,5,YW,TP PB	785.000	7.19	5644.15
0095	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	150.000	10.68	1602.00
0100	543-9000		LS	CONSTR OF BRIDGE COMPLETE - COMPLETION	1.000	2468400.00	2468400.00

JOB ESTIMATE REPORT

=====	
OF PROPOSED BRIDGE	

ITEM TOTAL	3820536.29
INFLATED ITEM TOTAL	3820536.29
TOTALS FOR JOB 0013941_DETOUR	

ESTIMATED COST:	3858445.39
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	3858445.39

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 9/16/2019

Project: Bridge Replacement

Revised:

County: Troup

PI: 13941

Description: SR 1 @ Flat Shoal Creek Bridge Replacement

Project Termini: SR 1 @ Flat Shoal Creek Bridge Replacement

Existing ROW: Varies

Parcels: 5

Required ROW: Varies

Land and Improvements \$3,000.00

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$2,000.00

Valuation Services \$2,500.00

Legal Services \$40,875.00

Relocation \$15,000.00

Demolition \$0.00

Administrative \$45,000.00

TOTAL ESTIMATED COSTS \$106,375.00

TOTAL ESTIMATED COSTS (ROUNDED) \$107,000.00

Prepared By:

Valencia Carter

Print Name

Valencia Carter

Signature

9/16/19

Date

Cost Estimation Supervisor :

Valencia Carter

Print Name

Valencia Carter

Signature

9/16/19

Date

NOTE: Supervisor is only attesting that the estimate was completed using the correct information provided for the the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: Office: D3 - UTILITIES
County **TROUP** Date: 5/15/2018
P.I. # **0013941**
Description: **SR 1 @ FLAT SHOAL CREEK**

FROM Scott K. Parker, District Utilities Manager

TO Malaika Faciane , Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
Diverse Power	\$90,000.00	\$0.00	Site Visit / Available Drawings
AT&T	\$0.00	\$43000.00	Site Visit / Available Drawings
Lagrange Sewer	\$0.00	\$108000.00	Site Visit / Available Drawings
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
Total 0.00%	\$90,000.00	\$151,000.00	
Department Responsibility 100.00%	\$90,000.00	\$151,000.00	
Local Sponsor Responsibility 0.00%	\$ 0.00	\$ 0.00	PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Scott Parker at 706-646-7603.

cc: Yulonda Pride-Foster, State Utilities Preconstruction Manager
Patrick Allen, State Utilities Administrator
Adam Smith, District Preconstruction Engineer

Concept Utility Report

Project Number: _____

District: 3

County: TROUP

Prepared by: GREG CROMER

P.I. # 0013941

Date: 5/15/2018

Project Description: SR 1 @ FLAT SHOALS CREEK

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? NO Level: ☐ A ☐ B ☐ C ☐ D

Public Interest Determination (PID): ☐ Automatic ☐ Mandatory ☐ Consideration

☐ No Use ☒ Exempt

Is a separate utility funding phase recommended? _____

Existing Facilities: Diverse Power, AT&T, City of Lagrange Sewer

Potential Project (Schedule/Budget) Impacts: _____

Capital Improvement Projects (Utilities) Anticipated in the Area: _____

Project Specific Recommendations for Avoidance/Mitigation: _____

Right of Way Coordination: _____

Environmental Coordination: _____

Additional Remarks: _____

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	3,858,445.39	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	192,922.27	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	607,705.15	Base Estimate (A) + E & I (B) x	15 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	35,860.02	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	4,694,932.83	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Diverse Power	\$ 90,000.00
TOTAL	\$ 90,000.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Flat Shoal Creek Bridge Replacement

PROJ. NO.	N/A
P.I. NO.	0013941
DATE	9/24/2019

CALL NO. 0/00/2016

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Sep-19	\$ 2.399
DIESEL		\$ 2.890
LIQUID AC		\$ 522.00

Link to AC Index:

<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>**LIQUID AC ADJUSTMENTS****PA=[((APM-APL)/APL)]xTMTxAPL****Asphalt**

Price Adjustment (PA)					35469.9		\$	35,469.90
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	835.20				
Monthly Asphalt Cement Price month project let (APL)			\$	522.00				
Total Monthly Tonnage of asphalt cement (TMT)				113.25				

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	480	5.0%	24
9.5 mm SP		5.0%	0
25 mm SP	1190	5.0%	59.5
19 mm SP	595	5.0%	29.75
	2265		113.25

BITUMINOUS TACK COAT

Price Adjustment (PA)					\$ 390.12		\$	390.12
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	835.20				
Monthly Asphalt Cement Price month project let (APL)			\$	522.00				
Total Monthly Tonnage of asphalt cement (TMT)				1.245579267				

Bitum Tack

Gals	gals/ton	tons
290	232.8234	1.24557927

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					0		\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	835.20				
Monthly Asphalt Cement Price month project let (APL)			\$	522.00				
Total Monthly Tonnage of asphalt cement (TMT)				0				

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT	\$	35,860.02
-----------------------------------	-----------	------------------

From: Tyler McIntosh [<mailto:tyler.mcintosh@ice-eng.com>]
Sent: Thursday, June 28, 2018 12:14 PM
To: Andrew Romain <aromain@croysengineering.com>
Cc: Sam Wade <sam.wade@ice-eng.com>
Subject: Fwd: P.I. 0013941, Troup County - Estimated Mitigation Cost for Concept Report

FYI

Sent from my iPhone

Begin forwarded message:

From: "Westberry, Lisa" <lwestberry@dot.ga.gov>
Date: June 28, 2018 at 11:57:42 AM EDT
To: "Faciane, Malaika" <MFaciane@dot.ga.gov>, Rakeem Jackson
<rjackson@croysengineering.com>
Cc: Heather Edwards <hedwards@edwards-pitman.com>, "Beba, Suncica"
<SBeba@dot.ga.gov>, Tyler McIntosh <tyler.mcintosh@ice-eng.com>, "Veeramachaneni,
Sujai" <SVeeramachaneni@dot.ga.gov>
Subject: P.I. 0013941, Troup County - Estimated Mitigation Cost for Concept Report

Everyone,

As requested, the estimated mitigation costs for the subject project is **\$500,720.00**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or change once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

Lisa Westberry | Special Projects Coordinator | **Office of Environmental Services** | 600 West Peachtree Street,
NW | Atlanta, GA 30308 | 404-631-1772

There's road work ahead. And roadway work zones are hazardous for workers and the public. In fact, most victims in work zone crashes are drivers or passengers. Work zone safety is everybody's responsibility - pay attention – slow down – watch for workers - expect the unexpected. And whenever you drive, always **Drive Alert Arrive Alive** - buckle up; stay off the phone and no texting. Visit www.dot.ga.gov.

Michael Baker

INTERNATIONAL

MEMORANDUM

TO: Andre Washington
Georgia Department of Transportation
Office of Planning

FROM: William Ruhsam, P.E., PTOE

SUBJECT: Design Traffic Methods Memo
SR 1 @ Flat Shoal Creek 8 Mi SE of LaGrange
Troup County, PI 0013941
Bridge ID # 285-0002-0
Michael Baker International Project # 164331

DATE: April 19, 2018

Project

The purpose of this project is to replace the subject bridge on SR 1/US 27 immediately east of Smokey Road.

Related projects

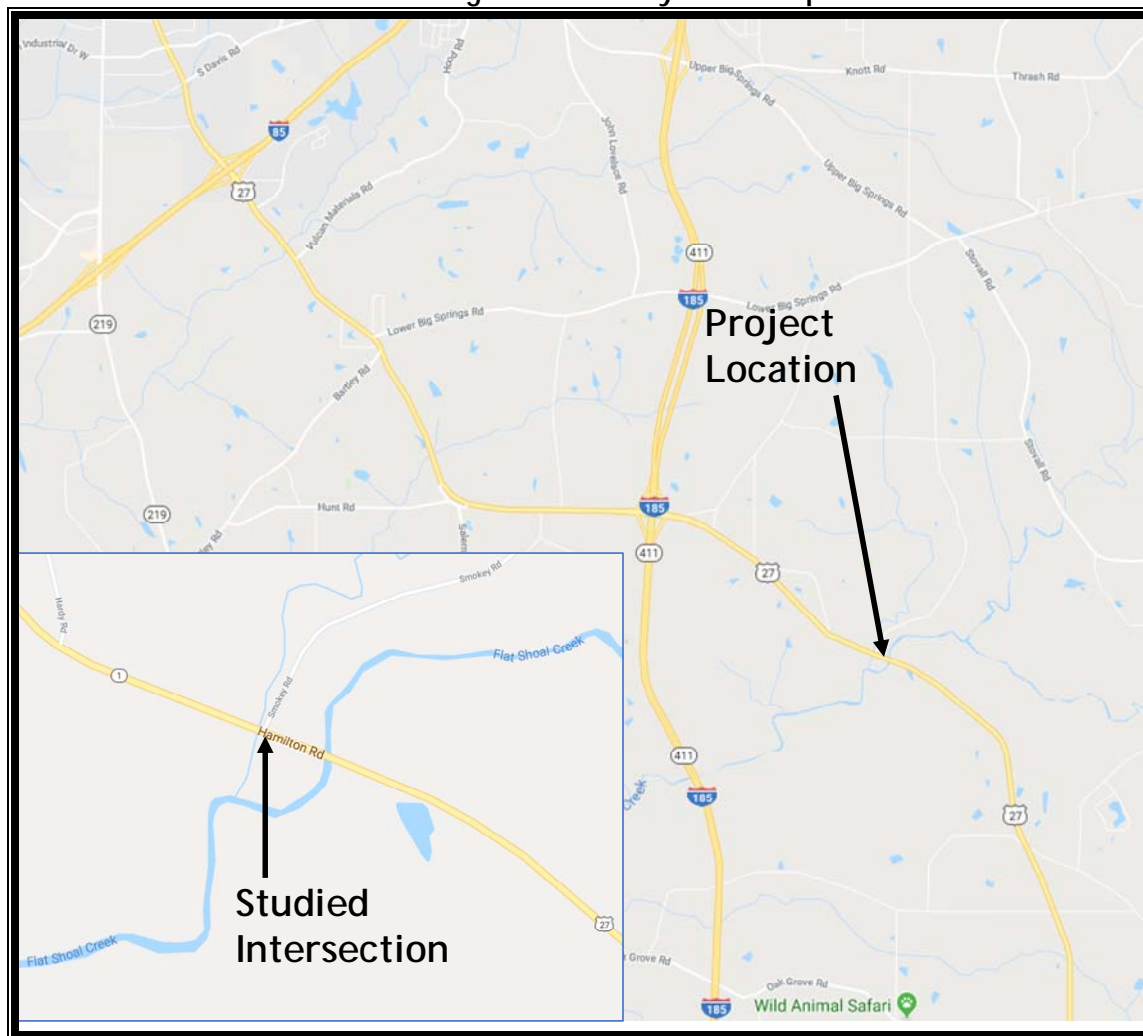
The following are GDOT projects in the vicinity:

PI 0008670 - SR 1/US 27 FROM CR 188/OLD CHIPLEY ROAD TO I-185

This project is a long-range reconstruction/rehabilitation project. It currently has no defined concept and construction year is slated for 2051. It does not impact the bridge replacement traffic forecasting.

See Figure 1 for a study area map.

Figure 1: Study Area Map



Source: Google, Inc.

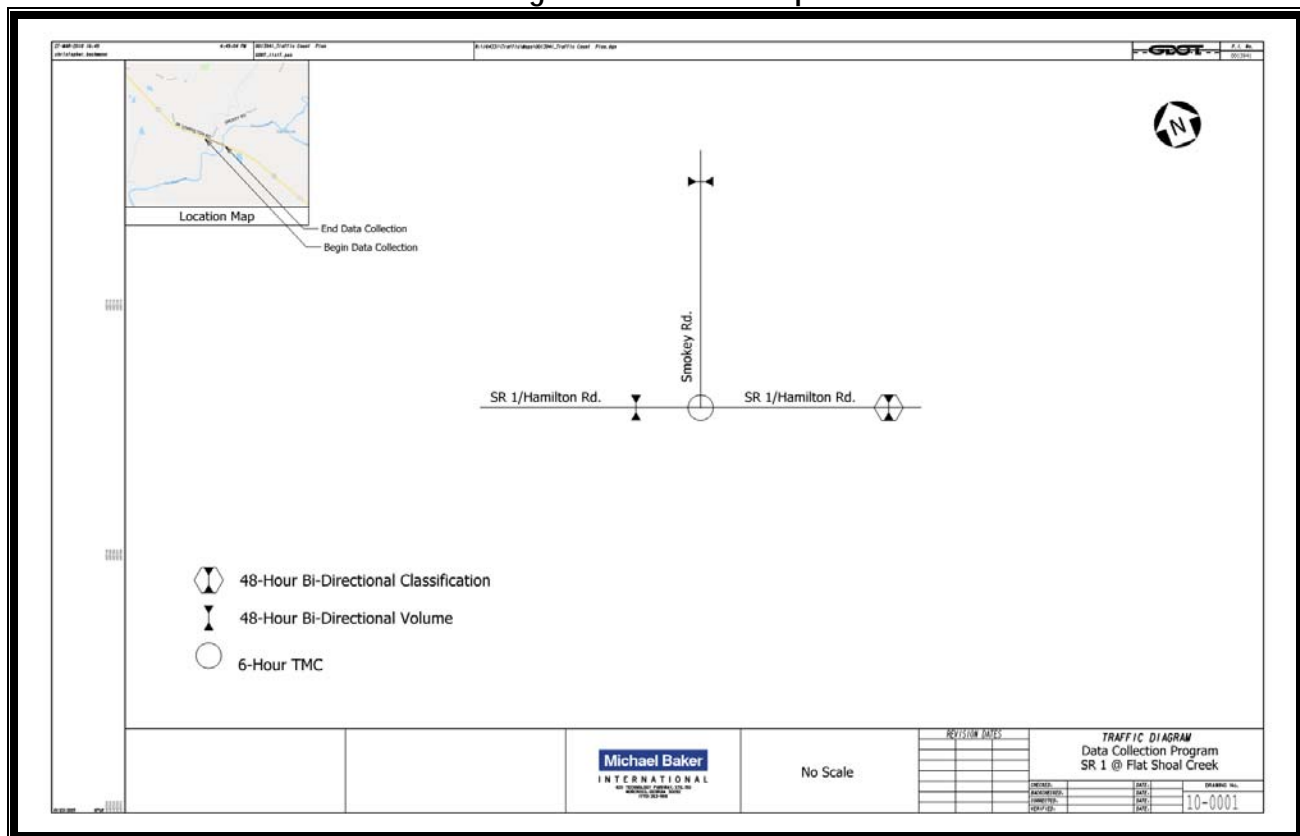
Field Trip

A field site visit was conducted on Tuesday, February 6, 2018. SR 1/US 27 is classified as a minor arterial, and Smokey Rd. is classified as a local road. The posted speed limit for SR 1/US 27 is 55 MPH, while Smokey Rd. has no posted speed limit. SR 1/US 27 is a two-lane facility with 12-foot thru-lanes. Both the northbound and southbound approaches have one shared lane. Smokey Rd. is a two-lane facility with 10-foot lanes. The westbound approach has one shared-lane. Field trip sketches are provided in Appendix A.

Count Map

For this project 48-hour classification count data was collected at one (1) location, 48-hour volume data was collected at two (2) locations, and 6-hour turning movement count data was also collected at one (1) location. A count map is provided in Appendix B detailing the various locations of turning movement counts and classification counts. See Figure 2 for a count map.

Figure 2: Count Map



Traffic Counts

Michael Baker conducted 6-hour turning movement counts (TMCs), 48-hour bi-directional volume counts and 48-hour bi-directional classification counts within the study area of the project. We gathered information on adjacent roadways and intersections that might contribute to an understanding of the traffic flows in the project area. All the raw count data is provided in Appendix C. All counts were taken while school was in session.

Count data was collected on Tuesday, January 30, 2018 and Wednesday, January 31, 2018. An evaluation of the raw count data shows that the morning peak hour occurs from 7:00 to 8:00 a.m. and the afternoon peak hour occurs from 4:45 to 5:45 p.m. The count data was further analyzed to determine the K & D factors for the project area roadways, as discussed in the next section.

K & D Factor Discussion and Analysis

A road segment's K factor represents the ratio of bi-directional peak hour traffic to the total bi-directional volume observed during the day. The D factor represents the proportion of peak hour traffic traveling the peak direction of flow for a road segment. K-values and D-factors for the project area roadways were calculated using the most recent GDOT actual traffic counts and the classification counts collected for this project. A summary of the K & D-values during each peak hour for the project area is shown in Table 1.

K & D for “No-Build” and “Build” cases will be the same because there will be no changes in traffic characteristics.

The K factors for the mainline are 0.10 in the AM and 0.09 in the PM. The sidestreet

Table 1: K&D -Values

Location Description	AM	PM	AM	PM
	K Value		D Factor†	
SR 1 WEST OF SMOKEY ROAD	0.06	0.08	0.67 ←	0.57 →
SMOKEY ROAD NORTH OF SR 1	0.07	0.06	0.67 ↓	0.69 ↑
SR 1 EAST OF SMOKEY ROAD	0.09	0.09	0.64 ←	0.61 →
GDOT Historical Traffic Data	AM	PM	AM	PM
	K Value		D Factor†	
SR 1 EAST OF SMOKEY ROAD	0.08	0.08	0.64 →	0.53 ←
SR 1 WEST OF SMOKEY ROAD	0.13	0.09	0.57 ←	0.54 →

Source: Michael Baker International

Appendix D provides the detailed calculations of each site's K Factor and D Factor.

Truck Percentages

The truck percentages were calculated at the single location where classification counts were performed. There are no facilities related to trucks within the project area. The 24-hour, AM, and PM peak hour truck percentages were averaged across the two days of data gathered presented in Appendix E. These raw truck percentages are shown in Table 2. The proposed truck percentages, rounded to a half-percent are shown in Table 3.

Table 2: Summary of Truck Percentages

#3	SR 1 East of Smokey Rd.														
	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
7:00	EB	155	2	110	23	0	9	2	3	7	0	0	0	0	
	WB	279	1	253	65	3	13	1	1	3	0	0	0	0	
		434				28			14						
					6.5%				3.2%						9.7%
4:45	EB	269	1	180	60	1	23	1	0	4	0	0	0	0	
	WB	173	1	129	25	0	13	2	0	2	3	0	0	0	
		442				40			9						
					9.0%				2.0%						11.1%
24-hr T	EB	2351	9	1532	497	15	164	26	0	25	86	0	0	0	0
	WB	2438	25	1614	484	20	168	40	0	22	67	0	0	0	0
		4789				433				200					
					9.0%				4.2%						13.2%

Table 3: Proposed Truck Percentages

	S.U.	Comb.	Total
24-Hour	9.0%	4.5%	13.5%
Peak	8.5%	3.0%	11.5%

Source: Michael Baker International, Inc.

Build vs. No Build

Based on the concept plan, there is no anticipated difference in traffic volume between the build and no-build concepts. The capacity of the roadway will not be increased.

Annual Coverage Counts, Travel Demand Model & Growth Rates

GDOT historical annualized average daily traffic (AADT) data was obtained from two (2) traffic count stations in the vicinity of the project. The GDOT Traffic Count Database reports for each station are contained in Appendix F.

Table 4: Annual Coverage Counts

Traffic Count Station	285-0009		285-0007	
Roadway	SR 1		SR 1	
Location	West of I-185		East of Smokey Rd	
Count	Volume	Type	Volume	Type
1990	4,391	A	3,688	A
1991	5,087	A	4,400	A
1992	5,562	A	3,425	A
1993	5,500	A	4,200	A
1994	5,500	A	4,000	A
1995	5,700	A	4,500	A
1996	5,400	A	4,600	A
1997	6,300	A	5,300	A
1998	6,200	A	4,800	A
1999	6,300	A	4,600	A
2000	6,500	E	5,100	E
2001	6,600	E	5,200	E
2002	5,919	A	4,999	A
2003	7,050	A	4,710	A
2004	6,400	A	4,930	A
2005	5,490	A	4,620	A
2006	5,640	A	4,310	A
2007	5,380	A	4,670	E
2008	5,080	E	4,190	A
2009	5,190	A	4,250	E
2010	5,210	E	4,250	A
2011	5,120	E	4,090	A
2012	5,800	A	4,070	E
2013	5,800	E	4,490	A
2014	4,940	A	4,490	E
2015	5,190	E	5,830	A
2016	6,250	A	6,070	E

Source: Georgia Department of Transportation

Table 5: Annual Growth Rates

	Traffic Count Station	285-0009	285-0007
	Roadway	SR 1 West of I-185	SR 1 East of Smokey Rd
	Years		
	5-Year	1.9%	6.5%
	10-Year	1.0%	2.4%
Growth Rate Using Actual Counts	15-Year	0.4%	1.5%

Source: Michael Baker International

Using only actual traffic counts, the rate of growth was calculated for the 5, 10, and 15 year historical periods.

Project Area Development Findings

Census summary is provided in Table 6 for the entirety of Troup County.

Table 6: Census Summary

	Troup	Annual Growth
2016	70,005	0.72%
2010	67,044	1.32%
2000	58,779	-

Source: www.census.gov

Model Data from Statewide Travel Demand Model

Statewide Travel Demand Model growth rates for the area are shown in Table 7.

Table 7: Growth Rate from Statewide Travel Demand Model

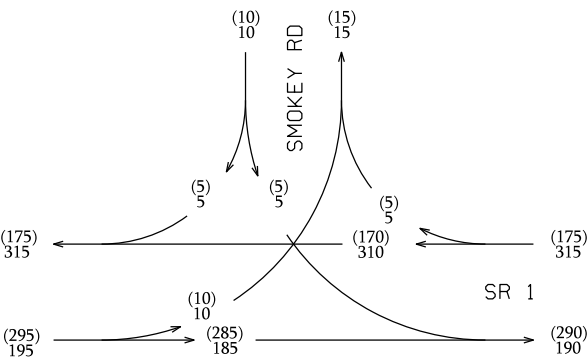
	2010	2040	Rate
SR 1/US 27	5,686	7,036	0.71%
Total	5,686	7,036	0.71%

Based on historical growth, census information and ARC model a 1.0% annual growth rate is proposed for this project.

List of Appendices

- Appendix A Field Trip Sketches
- Appendix B Count Map
- Appendix C Raw Traffic Count Data
- Appendix D K&D Factor Worksheet
- Appendix E Truck Percentage Worksheet
- Appendix F GDOT Historical Count Data
- Appendix G Statewide Travel Demand Model Data
- Appendix H Traffic Diagrams

2018 PEAK HOUR
(EXISTING)

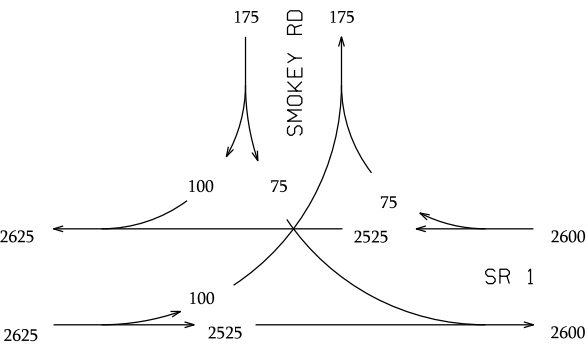


(XXX) PM PEAK
XXX AM PEAK

TRUCK PERCENTAGES
SR 1/US 27

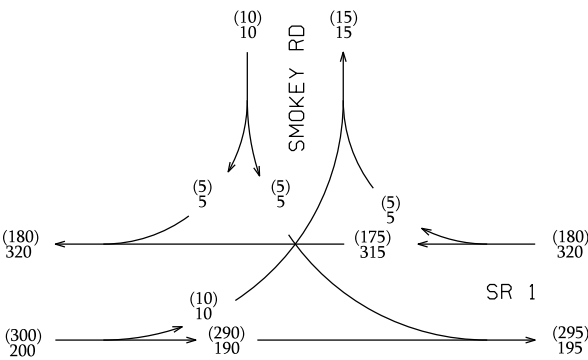
	S.U.	Comb.	Total
24-Hour	9.0%	4.5%	13.5%
AM Peak	6.5%	3.5%	10.0%
PM Peak	9.0%	2.0%	11.0%

2018 AADT
(EXISTING)



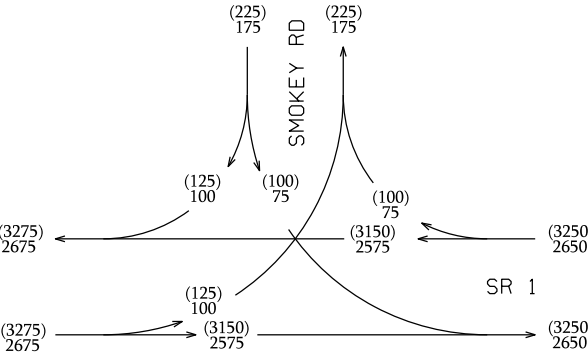
XXXX 2018 AADT

2020 PEAK HOUR
(BASE)



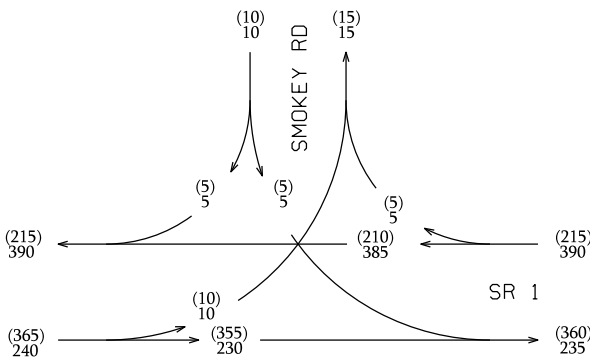
(XXX) PM PEAK
XXX AM PEAK

2040/2020 AADT
(DESIGN/BASE)



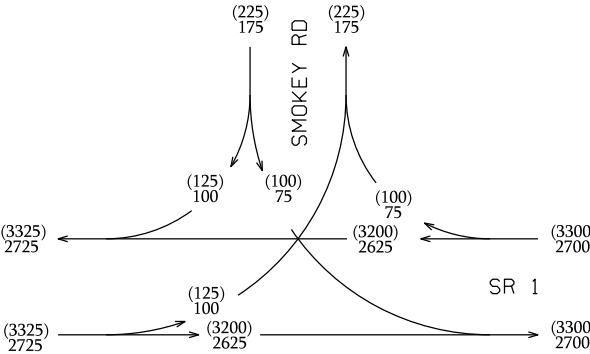
(XXX) 2042 AADT
XXX 2022 AADT

2040 PEAK HOUR
(DESIGN)



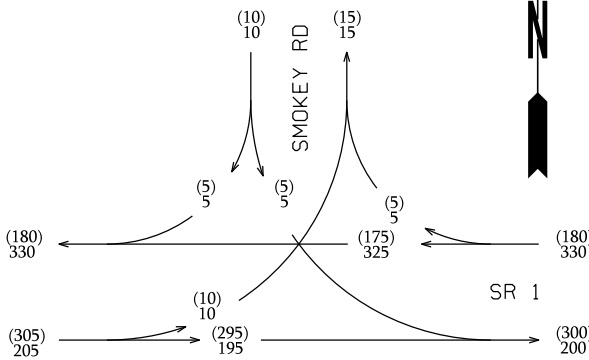
(XXX) PM PEAK
XXX AM PEAK

2042/2022 AADT
(DESIGN+2/BASE+2)



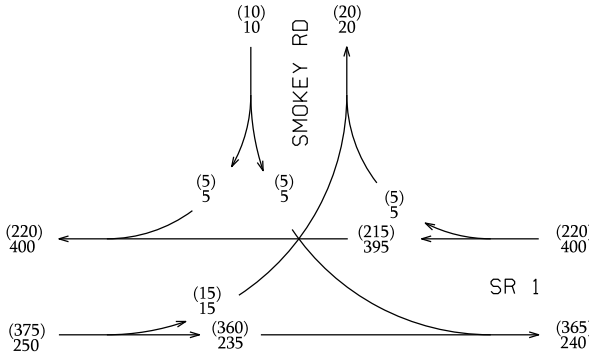
(XXX) 2044 AADT
XXX 2024 AADT

2022 PEAK HOUR
(BASE +2)



(XXX) PM PEAK
XXX AM PEAK

2042 PEAK HOUR
(DESIGN +2)



(XXX) PM PEAK
XXX AM PEAK

P.I. NO. 0013941
SR 1 @ FLAT SHOAL CREEK
SE OF LAGRANGE

COUNTY: Troup

Michael Baker

INTERNATIONAL

420 Technology Parkway, Suite 150,
Norcross, Georgia 30092
Phone: (770) 263-9118 · MBAKERINTL.COM



NOT TO SCALE

REVISION DATES

TRAFFIC DIAGRAM

CHECKED:		DATE		DRAWING No.
BACKCHECKED:		DATE		
CORRECTED:		DATE		
VERIFIED:		DATE		

10-0001

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:1/9/2018

Parameters: Bridge Serial Number

Bridge Serial Number: 285-0002-0

County: Troup

SUFF. RATING: 56.7

Location & Geography		218 Datum:		0- Not Applicable		Signs & Attachments	
Structure ID:	285-0002-0	*19 Bypass Length:	8	225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).		
200 Bridge Information:	06	*20 Toll:	3- On a Free Road or Non-Highway	242 Deck Drains:	1- Open Scuppers.		
*6 Feature Intersected:	FLAT SHOAL CREEK	*21 Maintenance Responsibility:	01-State Highway Agency.	243A Parapet Location:	0- None present.		
*7A Route Number Carried:	SR00001	*22 Owner:	01-State Highway Agency.	243B Parapet Height:	0.00		
*7B Facility Carried:	US 27	*31 Design Load:	2- H 15	243C Parapet Width:	0.00		
9 Location:	8 MI SE OF LAGRANGE	37 Historical Significance:	5- Not eligible for the National Register of Historic Places	238A Curb Height:	1.2		
2 GDOT District:	4841300000 - D3 District Three Thomaston	205 Congressional District:	003	238B Curb Material:	1- Concrete.		
*91 Inspection Frequency:	24 Date: 10/18/2017	27 Year Constructed:	1927	239A Handrail Left:	1- Concrete.		
92A Fracture Critical Insp. Freq:	0 Date: 02/01/1901	106 Year Reconstructed:	1963	239B Handrail Right:	1- Concrete.		
92B Underwater Insp Freq:	0 Date: 02/01/1901	33 Bridge Median:	0-None	*240 Median Barrier Rail:	0- None.		
92C Other Spc. Insp Freq:	0 Date: 02/01/1901	34 Skew:	0	241A Bridge Median Height:	0		
* 4 Place Code:	00000	35 Structure Flared:	No	241B Bridge Median Width:	0		
*5A Inventory Route(O/U):	1	38 Navigation Control:	0- Navigation is not controlled by an Agency	*230A Guardrail Location Direction Rear:	3- Both sides.		
5B Route Type:	2 - U.S. Numbered	213 Special Steel Design:	0- Not applicable or other	*230B Guardrail Location Direction Fwrd:	3- Both sides.		
5C Service Designation:	1- Mainline	267A Type Paint Super Structure:	5- Waterborne System (Type VI or VII) Year : 0000	*230C Guardrail Location Opposing Rear:	0- None.		
5D Route Number:	00027	267B Type Paint Sub Structure:	5 - Waterborne System (Type VI or VII). Year : 2000	*230D Guardrail Location Opposing Fwrd:	0- None.		
5E Directional Suffix:	0. Not applicable	*42A Type of Service On:	1-Highway	244 Approach Slab:	3- Forward and Rear.		
*16 Latitude:	32 - 56.7169	*42B Type of Service Under:	5-Waterway	224 Retaining Wall:	0- None.		
*17 Longitude:	84 - 55.4659	214A Movable Bridge:	0	233 Posted Speed Limit:	55		
98A Border Bridge:	0 98B: GA% 00	214B Operator on Duty:	0	236 Warning Sign:	No		
99 ID Number:	0000000000000000	203 Type Bridge:	O - Multiple combinations (be sure the different types are on file). N. Steel-Concrete O. Concrete O. Concrete	234 Delineator:	Yes		
*100 STRAHNET:	0- The Feature is not a STRAHNET route.	259 Pile Encasement:	3	235 Hazard Boards:	Yes		
12 Base Highway Network:	Yes	*43A Structure Type Main material:	1-Concrete	237A Gas:	00- Not Applicable		
13A LRS Inventory Route:	2851000100	*43B Structure Type Main Type:	4-Tee Beam	237B Water:	00- Not Applicable		
13B Sub Inventory Route:	0	45 Number of Main Spans:	5	237C Electric:	00- Not Applicable		
101 Parallel Structure:	N. No parallel structure exists	44 Structure Type Approach:	A:0- Other B: 0- Other	237D Telephone:	31- Side Left.		
*102 Direction of Traffic:	2- Two Way	46 Number of Approach Spans:	0	237E Sewer:	00- Not Applicable		
*264 Road Inventory Mile Post:	6.72	226 Bridge Curve:	A: Vertical: NoB: Horizontal: No	247A Lighting: Street:	No		
*208 Inspection Area:	Area 03	111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway	247B Navigation:	No		
*104 Highway System:	1-Inventory Route is on the NHS	107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars	247C Aerial:	No		
*26 Functional Classification:	6- Rural - Minor Arterial	108A Wearing Surface Type:	6. Bituminous	*248 County Continuity No.:	10		
*204A Federal Route Type:	F - Primary.	108B Membrane Type:	8. Unknown	36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.		
*204B Federal Route Number:	00111	108C Deck Protection:	8. Unknown	36B Transition:	2- Inspected feature meets acceptable construction date standards.		
105 Federal Lands Highway:	0. Not applicable	265 Underwater Inspection Area:	0	36C Approach Guardrail:	1- Meets current standards		
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks			36D Approach Guardrail Ends:	1- Meets current standards		
217 Benchmark Elevation:	0000.00						
* Location ID No:	285-00001D-006.86N						

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:1/9/2018

Bridge Serial Number: 285-0002-0

County: Troup

SUFF. RATING: 56.7

Programming Data		Measurements:				Ratings and Posting		
201 Project Number:	SAP 324-B	*29 AADT:	4070			65 Inventory Rating Method:	1-Load Factor (LF)	
202 Plans Available:	4- Plans in Infolmage.	*30 AADT Year:	2012			63 Operating Rating Method:	1-Load Factor (LF)	
249 Proposed Project Number:	000000000000000000000000	109 % Truck Traffic:	1			66A Inventory Type:	2 - HS loading.	
250A Reconstruction Approval Status:	No	* 28A Lanes On:	2			66B Inventory Rating:	25	
250B Route Approval Status:	No	*28B Lanes Under:	0			64A Operating Type:	2 - HS loading.	
250C Approval Status Definition:	0	210A Tracks On:	00			64B Operating Rating:	43	
250D Approval Status Federal:	0	210B Tracks Under:	0			231Calculated Loads		Posting Required
251Project Identification Number:	0013941	* 48 Maximum Span Length:	52			231A H-Modified:	21	No
252 Contract Date:	02/01/1901	* 49 Structure Length:	244			231B Type3/Tandem:	24	No
260 Seismic Number:	00000	51 Bridge Roadway Width:	28.0'			231C Timber:	30	No
75A Type Work Proposed:	0- Not Applicable	52 Deck Width:	34.4'			231D HS-Modified:	27	No
75B Work Done by:	0- Initial Inventory	* 47 Total Horizontal Clearance:	28.0'			231E Type 3S2:	40	No
94 Bridge Improvement Cost:(X\$1,000)	\$953	50A Curb / Sidewalk Width Left:	2.0			231F Piggyback:	40	No
95 Roadway Improvement Cost: (X\$1,000)	\$95	50B Curb / Sidewalk Width Right:	2.0			261 H Inventory Rating:	21	
96 Total Improvement Cost: (X\$1,000)	\$1430	32 Approach Rdwy. Width:	26.0'			262 H Operating Rating:	36	
76 Improvement Length:	0.0'	*229 Approach Roadway				67 Structural Evaluation:	5	
97 Year Improvement Cost Based On:	2013	Rear Shoulder Left: Width:	2.5	Right Width:1.5	Type: 2 - Asphalt.	58 Deck Condition:	6 - Satisfactory Condition	
114 Future AADT:	6105	Fwd Shoulder: Left Width:	2.5	Right Width:1.5	Type: 2 - Asphalt.	59 Superstructure Condition:	5 - Fair Condition	
115 Future AADT Year:	2032	Rear Pavement: Width:	22.0	Type:2- Asphalt.		* 227 Collision Damage:		
		Forward Pavement: Width:	22.0	Type:2- Asphalt.		60A Substructure Condition:	5 - Fair Condition	
		Intersection Rear:	0	Forward:0		60B Scour Condition:	6 - Satisfactory Condition	
Hydraulic Data		53 Minimum Vertical Clearance Over Rd:		99' 99"		60C Underwater Condition:	N - Not Applicable	
113 Scour Critical:	U. No Load Rating; no scour critical data entered.	54A Under Reference Feature:		N- Feature not a highway or railroad.		71 Waterway Adequacy:	8-Equal to present desirable criteria.	
216A Water Depth:	1.9	54B Minimum Clearance Under:		0' 0"		61 Channel Protection Cond.:	8-Equal to present desirable criteria.	
216B Bridge Height:	35.3	*228 Minimum Vertical Clearance				68 Deck Geometry:	4	
222 Slope Protection:	1	228A Actual Odometer Direction:	99'99"			69 UnderClr. Horz/Vert:	N	
221A Spur Dike Rear:		228B Actual Opposing Direction:	99'99"			72 Approach Alignment:	7-Between 8 and 6	
221B Spur Dike Fwd:		228C Posted Odometer Direction:	00'00"			62 Culvert:	N - Not Applicable	
219 Fender System:	0- None.	228D Posted Opposing Direction:	00'00"			70 Bridge Posting Required:	5. Equal to or above legal loads	
220 Dolphin:		55A Lateral Underclearance Reference:		N- Feature not a highway or railroad.		41 Struct Open, Posted, CL:	A. Open, no restriction	
223A Culvert Cover:	000	55B Lateral Underclearance on Right:	0.0			* 103 Temporary Structure:	No	
223B Culvert Type:	0- Not Applicable	56 Lateral Underclearance on Left:	0.0			232 Posted Loads		
223C Number of Barrels:	0	10A Direction of Travel for Max Min:	0			232A H-Modified:	00	
223D Barrel Width:	0.0	10B Max Min Vertical Clearance:	99'99"			232B Type3/Tandem:	00	
223E Barrel Height:	0.0	245A Deck Thickness Main:	5.0			232C Timber:	00	
223F Culvert Length:	0.0	245B Deck Thickness Approach:	0.0			232D HS-Modified:	00	
223G Culvert Apron:	0	246 Overlay Thickness:	5			232E Type 3s2:	00	
39 Navigation Vertical Clearance:	0'					232F Piggyback:	00	
40 Navigation Horizontal Clearance:	0					253 Notification Date:	02/01/1901	
116 Navigation Vertical Clear Closed:	0					258 Federal Notify Date:	02/01/1901	

CONCEPT MEETING AGENDA – PI #0013941 Troup County

MEETING INFORMATION

Project Description: SR 1/US 27 @ FLAT SHOAL CREEK

Date: 16 April 2018 **Time:** 1:30 p.m. – 2:15 p.m.

Location: D3 Office: 115 Transportation Blvd., Thomaston, GA 30286

MEETING MATERIALS

- Draft Concept Report
- Project Layout
- Detour Layout

AGENDA ITEMS

- Welcome
- Sign-in sheet
- Attendee Introduction
- Project Overview
- Concept Report and Layout Review
- Action Items
- Closing

0013941 Concept Team Meeting

MINUTES

MAY 16, 2018

1:30 P.M.

D3 OFFICE/TELECONFERENCE

MEETING CALLED BY	Malaika Faciane
TYPE OF MEETING	Concept Team Meeting
FACILITATOR	Malaika Faciane
ATTENDEES	See the attached sign-in sheet

Agenda topics

PROJECT OVERVIEW

DISCUSSION	PM introduces project with brief project description and location information. Consultant bridge replacement project let in 11-12-2020.		
ACTION ITEMS		PERSON RESPONSIBLE	DEADLINE

CONCEPT REPORT AND LAYOUT REVIEW

DISCUSSION	Reporting engineer (sub for ICE – Croy Engineering) led meeting participants through the entirety of the report document (see attached).	
<ul style="list-style-type: none">• Introductions• After intros Andrew Romain from Croy Engineering went over the Project Overview and Concept Report <p>Comments were noted about the following:</p> <p>Design/Reporting</p> <ul style="list-style-type: none">• James Emery from Troup County states that the county is in favor of an on-site detour because of public safety concerns with the response time of emergency services.• James Emery wonders if there is a 3rd possible alternate where the onsite detour can have a shorter tie-in length using speeds of 25 mph; Andrew from Croy responding that detour roads can reasonably be lowered 10 mph from existing speed limit and to lower the limit more would increase the safety hazard due to such a large speed limit decrease.• James Emery states that the county would prefer an accelerated construction schedule.• James Emery states that the long range STIP has a plan to eventually widen the road to 4 lanes in the future and how that would affect the new bridge replacement. <p>Environmental</p> <ul style="list-style-type: none">• Heather Edwards from Edwards Pitman states project may require a buffer variance• Heather states that there are numerous archeological sites around the project and that it would be best to keep the new bridge as close to the existing as possible to not disturb any sites that might be under the current bridge. <p>Traffic</p> <ul style="list-style-type: none">• Andrew Romain from Croy states that coordination will also be needed concerning the off-site detour with Harris County, City of Pine Mountain, Callaway Gardens and other high traffic destinations that will be impacted by the detour. <p>ROW</p> <ul style="list-style-type: none">• Not present <p>Utilities</p> <ul style="list-style-type: none">• No comments		
ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE
Photos from when bridge flooded in 2003 to help with hydraulic study	James Emery	5/22/18

MEETING SIGN-IN SHEET

Project: PI 0013941 Troup

Meeting Date: 16 May 2018

Facilitator: Malaika Faciane

Place/Room: D3 Thomaston

Name	Office	Phone	E-Mail
Malaika Faciane	OPD	404-563-5008	mfaciane@dot.ga.gov
Lyn Clements	Bridge Office		
Vorden Allen	OES		
Matthew Risher	Planning		
TYLER McIntosh	ICE	404-867-2653	Tyler.McIntosh@ICE-ENG.com
Sam Wade	ICE	678-521-5111	sam.wade@ice-eng.com
Andrew Romain	Croy	770-971-5407	aromain@croyengineering.com
JAMES EMERY	TROUP COUNTY	706-883-1713	jemery@troupla.org
SHELDON MINOR	D3 CONSTR.	706-646-7509	smminor@dot.ga.gov
Rakeem Jackson	Croy		rjackson@croyengineering.com
CHRIS RIDEOUT	CROY	7.971.5407	CRIDEOUT@CROYENGINEERING
ROBERT BISHOP	CROY	"	RBISHOP@CROYENGINEERING.COM
Katelyn Reed	Edwards-Pitman		kreed@edwards-pitman.com
Heather Edwards	EPEI	678-932-2216	hedwards@edwards-pitman.com
Joshua Waddell	GOOT D3 Design	706 646 7579	jowaddell@dot.ga.gov
GREG CROMER	UTILITIES	706-646-	gcromer@dot.ga.gov
Greg Smith	GOOT-Utilities	706-646-7605	grsmith@dot.ga.gov



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

November 22, 2019

«AddressBlock»

Re: Responses to Open House Comments for PI#: 0013941, Troup County, State Route (SR) 1 at Flat Shoals Creek, 8 miles SE of LaGrange.

«GreetingLine»

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the *August 22, 2019* and *September 10, 2019 Public Detour Open Houses (PDOH)*. Every written comment received and verbal comment given to the court reporter will be made part of the project's official record.

A total of **88** people attended the PDOHs. Of the **25** respondents who formally commented, **9** were in **support** of the project, **3** were **opposed**, **1** was **uncommitted**, and **3** expressed **conditional support**.

The attendees of the PDOHs and those persons sending in comments within the comment period raised the following questions. The Georgia Department of Transportation (GDOT) has prepared this one response letter that addresses all comments received so that everyone can be aware of the questions raised and the responses given. Please find the comments summarized below (in *italics*) followed by our response.

- *"I am concerned about businesses in Pine Mountain."*

Response: The existing bridge will be closed for 18 months while the new bridge is under construction. Local traffic can use local roads or county roads in order to access local businesses and reduces trip times. Impacts to local businesses should be minimal and would be temporary.

- *"This will be a serious inconvenience to our lives as we do most of our living and shopping in LaGrange."*
- *"This project is going to destroy our family's routes into town, our 3-mile trip to our child's school will be almost 13 miles."*
- *"This bridge will be closed too long for seniors to be going to the Doctor's, etc. There needs to be an on-site detour."*

Response: A temporary detour will be necessary due to the bridge closure. For a bridge closure the signed detour must be on State Route or a roadway designated as a temporary state route. Local traffic can continue to use local roadways to shorten the detour route.

- *"How many extra minutes will it take for an ambulance to get to me if I need one. How much money will it cost for me to shop, go to the Doctors, etc.?"*
- *"Make sure Harris County and Pine Mountain will work with us on emergency personal if Troup County can't get there in a reasonable amount of time."*

Response: To date, we have coordinated with school bus providers and we received input from emergency services (fire, police) at the PDOHs. During bridge construction, access to all residents will be maintained utilizing detour routes and local roadways. GDOT has and will continue to coordinate with local emergency services regarding the detour schedule and emergency service routes to ensure timely response times are maintained.

- *"I hope that the fall closure of the route is enough reason to expedite the project sufficiently as to offset the interruption of our lives."*

Response: The closure duration and schedule will include evaluation of impacts to property owners and businesses and as well as seasonal restrictions for construction activities.

- *"What is amount of time it will take to complete the project?"*
- *"Our biggest concern is that the bridge will be a short priority and will be completed in less than a year and not 18 months to two years like some bridges."*

Response: This project is currently scheduled to begin construction in April 2020 with a construction schedule of approximately 18 months.

- *"As a resident and an employee of Callaway Resort & Gardens, I would encourage the planning office to consider a schedule that will only require detours for one year's months of November and December. I believe that monthly traffic counts would show greater numbers in December than any other month. If the project starts in March (and the duration is less than 18 months) it should meet this criterion."*

Response: The closure duration and schedule will include evaluation of impacts to property owners and businesses and as well as seasonal restrictions for construction activities.

- *"This meeting should have been held at any number of the buildings closer to the bridge so more of the people affected by this project could attend."*

Response: For those who could not attend the first PDOH held on August 22, 2019, a second PDOH was planned and held closer to the proposed project location on September 10, 2019.

- *"This should have been an open and formal meeting with Q&A."*

- *"Would like to have 15-30-minute meeting overview first, then more onto the separate individual questions."*

Response: A PDOH is an informal meeting following an open house format, which generally lasts two to three hours. The purpose is to inform the public of a project that is proposed in their area, gather information from the public, and to receive comments from the public about the proposed project. The structure of the PDOHs is an informal discussion format in order to accommodate arrivals and departures during an established timeframe. As a result, there is typically no formal presentation.

- *"I am a County commissioner, and I was not notified of this whatsoever. I would think it would be GDOT's policy to at least notify a commissioner whose district, where the work is being taken, would be notified."*

Response: As a result of this comment, an email invitation was sent to the Troup County Commissioners on September 4, 2019 to inform them of the second PDOH that was held on September 10, 2019. As is typical of most projects, both PDOHs meetings were advertised in the local newspapers, social media, and signs were placed along the roads near the bridge project.

- *"CROY personal were very helpful and pleasant."*

Response: Thank you for your comment.

- *"We are co-owners of PID 0310 000050. We would appreciate being kept updated as to substantial project step completions. We would like to see specific construction plan details when available. We would like to see details as to the proposed driveway easement construction."*

Response: This project is currently in the preliminary design phase. During this phase the design plans including the "Right of Way" (ROW) plans will be reviewed and approved to move forward with the design. All property impacts will be defined in those plans. Once the ROW plans have been approved the property owner will be contacted by the GDOT ROW office to review the plans and discuss the impacts to their property. At that time the property owner will have an opportunity provide input on the design plans and discuss design alternatives if applicable. All negotiations with the property owner will be conducted by the ROW office.

- *"I am concerned about the noise and removing the bridge."*

Response: All federally funded projects are evaluated to determine if the project meets criteria in federal regulations for a noise analysis. This analysis accounts for the alignment of the bridge, traffic volumes, and speeds to determine if impacts, as defined by federal guidelines, would occur. Based on the proposed project type, a noise assessment to determine non-construction, long term impacts from the project is not required.

- *"A bridge was torn down and rebuilt in downtown Atlanta over the interstate in 43 days. I don't care that there was a larger budget for that project, put more towards this project. We dump our money into this state the same as the citizens of Atlanta. Increase the budget so that the method can be used to build the bridge off site, bring it in, and put in place."*

Response: In the spirit of being good stewards of Georgia's taxpayer money, we have elected to perform this bridge replacement project in a manner that is both timely and cost effective. At this time, the project construction schedule will not be accelerated and no additional funding will be allotted to the project.

- *"We have several students who live on Hamilton Road who use school bus transportation. We will need a place to turn the buses around on the south side of the bridge."*

Response: Advanced coordination took place with Troup County Schools. A place to turn around near the south end of the bridge was identified by the School District during the PDOH.

- *"We will need a School bus turnaround on both sides of the project."*

Response: Smokey Road will remain open during construction and an area has been identified on the south side of the bridge for school busses to turn around.

- *"We will need Smokey Road open so that we can run buses efficiently. We may have to add bus routes in order to get all the children to school on time."*

Response: Smokey Road will remain open during construction. Coordination with the school system has been conducted as part of the design process to inform them of the detour and any foreseeable concerns; however, school bus routes are not regulated by GDOT. Our coordination included requests for detailed information regarding the numbers of buses and trips over the bridge and feedback on any concerns. We received information from Dr. Jeff Turner, Director of Transportation with Troup County Schools, and will take the information obtained into account during construction. Please also direct your comments to the Troup County School System at 706-812-7900.

- *"Detour signs should be easy to see and to understand."*

Response Detour signs will be placed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. The goal of GDOT is to provide an easily identifiable and understandable detour route.

- *"Will a guardrail be placed along US 27 from my lower driveway to the other side of the road?"*

Response: A guardrail will be placed as needed for roadside protection based on the final design of the project.

- *"Coming out of Smokey Road the sight distance to see oncoming cars to the left is impeded by the bank on the left. The view to see cars needs to be corrected."*

Response: Intersection site distance will be evaluated at this intersection to ensure appropriate visibility is obtained.

- *"Safety of the residents, I would like to have an understanding of how the 5590 Hamilton Road residents will enter the highway."*

Response: Access to residents will be maintained throughout all construction activities. This could result in the need for temporary or permanent driveway relocations as needed to accommodate the proposed construction.

- *"You have 5590 Hamilton Road listed incorrectly."*

Response: The parcel owners shown on the display were based on property deed research completed in 2018. The parcel owners will be updated as needed during the ROW acquisition phase.

- *"Would hope the bridge retains a passing lane."*

Response: A passing lane is not proposed as part of the project. This would be an in-kind replacement of a bridge to upgrade it to current GDOT design standards. The traffic volumes on the project do not warrant additional lanes or room for passing vehicles.

- *"Due to tourism in Pine Mountain and access from Atlanta (Fantasy in Lights and HOV), please start work in January or February 2021."*

Response: The closure duration and schedule for this bridge will include evaluation of impacts to property owners and businesses and as well as seasonal restrictions for construction activities.

- *"There will also be a problem with the development of The Sea of Galicia."*

Response: The closure duration and schedule for this bridge will include evaluation of impacts to property owners and businesses and as well as seasonal restrictions for construction activities.

- *"Why can't this new bridge be built parallel to existing?"*
- *"This is also a Historical site."*

Response: We appreciate your comments concerning an alternative route. Several alternatives were considered during the conceptual phase of the project. However, these alternatives were determined not feasible because they would result in adverse impacts to significant archaeological sites. The project area was surveyed by a qualified archaeologist, and some archaeological sites were determined eligible for listing on the National Register of Historic Places (NRHP). GDOT must abide by the applicable federal laws and policies to receive permitting and funding for this project. The preferred alignment is a balance of many project constraints.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the project manager, Justin Pritchard, at 678-598-8563 or the environmental analyst, Yasmeen Qadimasil, at 404-631-1801.

Sincerely,



Eric Duff
State Environmental Administrator

ED/KR-EPEI

cc: Justin Pritchard, GDOT Project Manager (via email)
PDF for Project File

Gill, Victor

From: Smith, Adam
Sent: Tuesday, February 18, 2020 8:11 AM
To: Peek, Tyler; Phillips, Kim; Gill, Victor; Presley, Michael
Cc: Peters, Dave; Daniel, Jeremy
Subject: RE: 2020-01-15_0013941 - Concept Report status request

D3 Preconstruction supports as well.

Adam G. Smith, P.E. District 3 Preconstruction Engineer



Email: adsmith@dot.ga.gov
115 Transportation Blvd.
Thomaston, GA 30286
Cell Phone: 706-621-9704
Office Phone: 706-646-7623
Fax: 706-646-7617

From: Peek, Tyler <tpeek@dot.ga.gov>
Sent: Tuesday, February 18, 2020 8:10 AM
To: Phillips, Kim <kiphillips@dot.ga.gov>; Gill, Victor <VGill@dot.ga.gov>; Presley, Michael <mpresley@dot.ga.gov>; Smith, Adam <adsmith@dot.ga.gov>
Cc: Peters, Dave <dpeters@dot.ga.gov>; Daniel, Jeremy <jedaniel@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Kim – D3 Traffic Ops supports the detour.

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Monday, February 17, 2020 3:23 PM
To: Gill, Victor <VGill@dot.ga.gov>; Presley, Michael <mpresley@dot.ga.gov>; Peek, Tyler <tpeek@dot.ga.gov>; Smith, Adam <adsmith@dot.ga.gov>
Cc: Peters, Dave <dpeters@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Please let my office know if District 3 supports the offsite Detour for PI# 0013941. PDOHs were held on 8-22-2019 and on 9-10-2019. Most respondents supported the project; however, most comments favored an on-site detour and some asked about a new parallel bridge. Responses from District 3 are needed and should be documented in the report.

The alternatives section should evaluate and document whether District 3 and the local government support the off-site detour and the preferred alternative which includes it. The preferred alternative as written does not clarify whether there is support by the District for the detour and why an off-site detour is needed for the preferred alternative. Supporting documentation should also be attached.

District Support is shown as no or pending from the 2020-02-12 attached submission:

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes

If yes: Roadway type to be closed: ☐ Local Road ☒ State Route
Detour Route selected: ☐ Local Road ☒ State Route
District Concurrence w/Detour Route: ☒ No/Pending ☐ Received Date

Are more public meetings needed concerning the off-site detour:

Public Involvement: A PDOH has been held. A large archaeological site is in the project area, and public involvement would be required under Section 106 as well as under NEPA. There are members of the public who have expressed an interest in the project. Further, right-of-way and/or easements may be required from one or more properties, and an off-site detour is anticipated.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Gill, Victor <VGill@dot.ga.gov>
Sent: Wednesday, February 12, 2020 3:49 PM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Hey Kim,

Please find attached the concept report for PI 0013941. Let me know if you need anything else.

Thank you,
Victor

Victor Gill
Project Manager
AECOM - Transportation - Southeast Region - Atlanta, GA



Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
C +1-865-692-7504
E-mail: VGill@dot.ga.gov
Sean Pharr, Program Manager D +1-404-631-1162

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Wednesday, January 29, 2020 1:36 PM
To: Gill, Victor <VGill@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Thanks very much for the update!

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Gill, Victor <VGill@dot.ga.gov>
Sent: Wednesday, January 29, 2020 12:57 PM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Hey Kim,

It's currently under a QA/QC review. I'm waiting to receive it back for re-submission to you.

Thank you,
Victor

Victor Gill
Project Manager
AECOM - Transportation - Southeast Region - Atlanta, GA



Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
C +1-865-692-7504
E-mail: VGill@dot.ga.gov
Sean Pharr, Program Manager D +1-404-631-1162

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Wednesday, January 29, 2020 12:56 PM
To: Gill, Victor <VGill@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Please let me know the status of this concept report for PI#0013941; can we expect a resubmission soon? They were supposed to be completing public meeting comments.

I asked on the 15th I don't know if you saw my email.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Phillips, Kim
Sent: Wednesday, January 15, 2020 12:12 PM
To: Gill, Victor <VGill@dot.ga.gov>
Subject: 2020-01-15_0013941 - Concept Report status request

Please let me know the status of this concept report for PI#0013941; can we expect a resubmission soon? They were supposed to be completing public meeting comments.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Pritchard, Justin <JPritchard@dot.ga.gov>
Sent: Tuesday, November 19, 2019 9:57 AM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: Re: 0013940 - Concept Report

Kim Nesbitt just approved a response to one comment last night. I think that means she should approve everything in the near future. All other responses are under review.

I'll let you know as soon as I hear back from her.

Best Regards,
Justin N. Pritchard, CMIT, LEED GA
Project Manager
Office of Program Delivery/AECOM
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
678-598-8563 cell

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Tuesday, November 19, 2019 9:53 AM
To: Pritchard, Justin
Subject: RE: 0013940 - Concept Report

Are the environmental responses to the public meeting finalized yet?

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Pritchard, Justin <JPritchard@dot.ga.gov>
Sent: Friday, October 11, 2019 9:40 AM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: RE: 0013940 - Concept Report

No problem at all, sorry it took so long!

We are still waiting for Env. To approve the PDOH comments/responses but the report is written. As soon as those get approved we can add the comments to the report and finalize it. I'll stay in touch about that one.

Best Regards,

Justin N. Pritchard, CMIT, LEED GA
Project Manager



Office of Program Delivery/AECOM
600 West Peachtree Street, 25th Floor

Atlanta, Georgia 30308
678-598-8563 cell

From: Phillips, Kim
Sent: Friday, October 11, 2019 9:35 AM
To: Pritchard, Justin <JPritchard@dot.ga.gov>
Subject: RE: 0013940 - Concept Report

Thank you.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Pritchard, Justin <JPritchard@dot.ga.gov>
Sent: Friday, October 11, 2019 9:34 AM
To: Concept Reports (DP&S) <ConceptReports@dot.ga.gov>
Cc: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: 0013940 - Concept Report

Good Morning,

Please see the most current Limited Scope Concept Report at the following link in ProjectWise:
[pw:\\gdot-go-pwis01.gdot.ad.local:ProjectWise\Documents\Projects\0013940 - Muscogee - Bridges - SR 22-US 80 @ Kendall Creek\PE \(Preconstruction\)\Roadway Design\Concept\0013940_Limited Scope Concept Report_FINAL_2019-0920.pdf](pw:\\gdot-go-pwis01.gdot.ad.local:ProjectWise\Documents\Projects\0013940 - Muscogee - Bridges - SR 22-US 80 @ Kendall Creek\PE (Preconstruction)\Roadway Design\Concept\0013940_Limited Scope Concept Report_FINAL_2019-0920.pdf)

Thanks

Best Regards,

Justin N. Pritchard, CMIT, LEED GA
Project Manager



Office of Program Delivery/AECOM
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308

Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit <https://www.gahighwaysafety.org/highway-safety/hands-free-law/>

Gill, Victor

From: Peek, Tyler
Sent: Tuesday, February 18, 2020 8:10 AM
To: Phillips, Kim; Gill, Victor; Presley, Michael; Smith, Adam
Cc: Peters, Dave; Daniel, Jeremy
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Kim – D3 Traffic Ops supports the detour.

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Monday, February 17, 2020 3:23 PM
To: Gill, Victor <VGill@dot.ga.gov>; Presley, Michael <mpresley@dot.ga.gov>; Peek, Tyler <tpeek@dot.ga.gov>; Smith, Adam <adsmith@dot.ga.gov>
Cc: Peters, Dave <dpeters@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Please let my office know if District 3 supports the offsite Detour for PI# 0013941. PDOHs were held on 8-22-2019 and on 9-10-2019. Most respondents supported the project; however, most comments favored an on-site detour and some asked about a new parallel bridge. Responses from District 3 are needed and should be documented in the report.

The alternatives section should evaluate and document whether District 3 and the local government support the off-site detour and the preferred alternative which includes it. The preferred alternative as written does not clarify whether there is support by the District for the detour and why an off-site detour is needed for the preferred alternative. Supporting documentation should also be attached.

District Support is shown as no or pending from the 2020-02-12 attached submission:

Limited Scope Project Concept Report – Page 5		P.I. Number: 0013941
County: Troup		
Off-site Detours Anticipated: <input type="checkbox"/> No <input type="checkbox"/> Undetermined <input checked="" type="checkbox"/> Yes		
If yes:	Roadway type to be closed:	<input type="checkbox"/> Local Road <input checked="" type="checkbox"/> State Route
	Detour Route selected:	<input type="checkbox"/> Local Road <input checked="" type="checkbox"/> State Route
	District Concurrence w/Detour Route:	<input checked="" type="checkbox"/> No/Pending <input type="checkbox"/> Received Date

Are more public meetings needed concerning the off-site detour:

Public Involvement: A PDOH has been held. A large archaeological site is in the project area, and public involvement would be required under Section 106 as well as under NEPA. There are members of the public who have expressed an interest in the project. Further, right-of-way and/or easements may be required from one or more properties, and an off-site detour is anticipated.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Gill, Victor <VGill@dot.ga.gov>
Sent: Wednesday, February 12, 2020 3:49 PM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Hey Kim,

Please find attached the concept report for PI 0013941. Let me know if you need anything else.

Thank you,
Victor

Victor Gill
Project Manager
AECOM - Transportation - Southeast Region - Atlanta, GA



Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
C +1-865-692-7504
E-mail: VGill@dot.ga.gov
Sean Pharr, Program Manager D +1-404-631-1162

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Wednesday, January 29, 2020 1:36 PM
To: Gill, Victor <VGill@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Thanks very much for the update!

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Gill, Victor <VGill@dot.ga.gov>
Sent: Wednesday, January 29, 2020 12:57 PM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Hey Kim,

It's currently under a QA/QC review. I'm waiting to receive it back for re-submission to you.

Thank you,
Victor

Victor Gill
Project Manager
AECOM - Transportation - Southeast Region - Atlanta, GA



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600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
C +1-865-692-7504
E-mail: VGill@dot.ga.gov
Sean Pharr, Program Manager D +1-404-631-1162

From: Phillips, Kim <kiphillips@dot.ga.gov>
Sent: Wednesday, January 29, 2020 12:56 PM
To: Gill, Victor <VGill@dot.ga.gov>
Subject: RE: 2020-01-15_0013941 - Concept Report status request

Please let me know the status of this concept report for PI#0013941; can we expect a resubmission soon? They were supposed to be completing public meeting comments.

I asked on the 15th I don't know if you saw my email.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Phillips, Kim
Sent: Wednesday, January 15, 2020 12:12 PM

To: Gill, Victor <VGill@dot.ga.gov>

Subject: 2020-01-15_0013941 - Concept Report status request

Please let me know the status of this concept report for PI#0013941; can we expect a resubmission soon? They were supposed to be completing public meeting comments.

Thank You,

Kim Phillips, EIT

Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Pritchard, Justin <JPritchard@dot.ga.gov>

Sent: Tuesday, November 19, 2019 9:57 AM

To: Phillips, Kim <kiphillips@dot.ga.gov>

Subject: Re: 0013940 - Concept Report

Kim Nesbitt just approved a response to one comment last night. I think that means she should approve everything in the near future. All other responses are under review.

I'll let you know as soon as I hear back from her.

Best Regards,
Justin N. Pritchard, CMIT, LEED GA
Project Manager
Office of Program Delivery/AECOM
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
678-598-8563 cell

From: Phillips, Kim <kiphillips@dot.ga.gov>

Sent: Tuesday, November 19, 2019 9:53 AM

To: Pritchard, Justin

Subject: RE: 0013940 - Concept Report

Are the environmental responses to the public meeting finalized yet?

Thank You,

Kim Phillips, EIT

Lead Design Engineer



Design Policy & Support
OGC, 26th Floor
600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Pritchard, Justin <JPritchard@dot.ga.gov>
Sent: Friday, October 11, 2019 9:40 AM
To: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: RE: 0013940 - Concept Report

No problem at all, sorry it took so long!

We are still waiting for Env. To approve the PDOH comments/responses but the report is written. As soon as those get approved we can add the comments to the report and finalize it. I'll stay in touch about that one.

Best Regards,

Justin N. Pritchard, CMIT, LEED GA
Project Manager



Office of Program Delivery/AECOM
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
678-598-8563 cell

From: Phillips, Kim
Sent: Friday, October 11, 2019 9:35 AM
To: Pritchard, Justin <JPritchard@dot.ga.gov>
Subject: RE: 0013940 - Concept Report

Thank you.

Thank You,

Kim Phillips, EIT
Lead Design Engineer



Design Policy & Support
OGC, 26th Floor

600 West Peachtree St. NW
Atlanta, GA, 30308
404.631.1775 office

From: Pritchard, Justin <JPritchard@dot.ga.gov>
Sent: Friday, October 11, 2019 9:34 AM
To: Concept Reports (DP&S) <ConceptReports@dot.ga.gov>
Cc: Phillips, Kim <kiphillips@dot.ga.gov>
Subject: 0013940 - Concept Report

Good Morning,

Please see the most current Limited Scope Concept Report at the following link in ProjectWise:
[pw:\\gdot-go-pwis01.gdot.ad.local:ProjectWise\Documents\Projects\0013940 - Muscogee - Bridges - SR 22-US 80 @ Kendall Creek\PE \(Preconstruction\)\Roadway Design\Concept\0013940 Limited Scope Concept Report FINAL 2019-0920.pdf](pw:\\gdot-go-pwis01.gdot.ad.local:ProjectWise\Documents\Projects\0013940 - Muscogee - Bridges - SR 22-US 80 @ Kendall Creek\PE (Preconstruction)\Roadway Design\Concept\0013940 Limited Scope Concept Report FINAL 2019-0920.pdf)

Thanks

Best Regards,

Justin N. Pritchard, CMIT, LEED GA
Project Manager



Office of Program Delivery/AECOM
600 West Peachtree Street, 25th Floor
Atlanta, Georgia 30308
678-598-8563 cell

Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit <https://www.gahighwaysafety.org/highway-safety/hands-free-law/>

PI 0013941, Troup County
Georgia Department of Transportation
Bridge Replacement Project
Detour Impact Form for School Board

Using the attached project map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Non-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. How many School Buses crossings over this bridge are there per day?

Number of Buses 6 Number of Trips 13

2. Please rate the impact on service if the bridge were closed for up to a year?

☐ No Concerns

☐ Moderate Concerns

☒ Major Concerns

3. If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

this is a major route for our buses -

to detour around this bridge would increase already long rather

We would probably have to add additional buses to ensure timely delivery to school.

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

School year beginning of Aug. - last week in May

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Form Completed by (Name):

Dr. Jeff Turner

(Title):

Director of Transportation, Troup Co. Schools

Date:

8/25/17